

**REPORT - PLANNING COMMISSION MEETING
May 8, 2003**

Project Name and Number: General Plan Conformity Finding for Capital Improvement Program & Integrated Capital Assets Plan (CIP/ICAP) (PLN2003-00254)

Applicant: City of Fremont

Proposal: To consider a Finding for General Plan conformity for the Five Year Capital Improvement Program & Integrated Capital Assets Plan (CIP/ICAP).

Recommended Action: Find the Five Year Capital Improvement Program & Integrated Capital Assets Plan for fiscal years 2003/04-2007/08 to be in conformance with the General Plan, and recommend the CIP/ICAP for consideration and approval to City Council.

Location: City-wide

Environmental Review: This project is exempt from CEQA review per Section 15061(b)(3) because the project has no potential for causing a significant effect on the environment. Environmental review of specific projects in the CIP/ICAP will be undertaken separately prior to their development.

Public Hearing Notice: Public hearing notification is not applicable. However, a Public Hearing Notice was delivered to The Argus on April 22, 2003 to be published by April 28, 2003.

Previous Actions: The two most recent Findings for General Plan Conformity and subsequent adoption of the Capital Improvement Program occurred in 1998 and 2001. The Planning Commission reviewed the Capital Improvement Program in June, 1998 (F-98-16) for fiscal years 1998-2003 for conformance with the General Plan, and recommended the Program to City Council. The Planning Commission also reviewed the Program in May, 2001 (PLN2001-00288) for fiscal years 2001-2006 for conformance with the General Plan, and recommended the Program to City Council.

Background: The purpose of the five-year CIP/ICAP is to translate capital improvement policies of the City Council into specific projects. On December 17, 2002, the City Council held a study session to identify the range of capital projects submitted for consideration in the CIP/ICAP update, to review the CIP/ICAP status and funding issues, and to receive the preliminary rankings of projects in the General Fund, Gas Tax, Traffic Impact Fee, Parks, and Redevelopment fund groups. Staff returned on January 28, 2003 to provide further information and to receive City Council comment on the initial prioritization list.

Following January 28, staff proceeded to further cost and scope projects and prepare the next level of prioritization. Staff presented this ranking and five-year spread of the projects to City Council on April 15, 2003 during a study session. The purpose of this study session was to present the second stage of rankings of projects in each fund group and obtain City Council feedback regarding projects to be funded in the CIP/ICAP. In addition to the City Council process, the Recreation Commission held study sessions over a series of dates in late 2002 with the general public to determine the priorities within the Park Development Facilities Fund. The outcome of the sessions was a prioritized list of park projects that was ultimately reviewed by the Recreation Commission at a regularly scheduled public hearing. The enclosed attachment, Exhibit "A", is a final prioritization list with levels of funding proposed for each fiscal year. This list is the outcome of all study sessions.

Project Description: In accordance with California State statutes, the City's Capital Improvement Program and Integrated Capital Assets Plan (CIP/ICAP) is to be reviewed by the Planning Commission to determine conformance with the General Plan prior to adoption by City Council.

Project Analysis: Development of the CIP/ICAP five-year plan has been underway since September, 2002. In identifying the capital needs of the City, staff has updated the CIP/ICAP based on input from the City Council, the

Recreation Commission, and various City departments. This document adds three planning years to the current program, 2005-2008.

Approximately 86 capital projects and 9 redevelopment projects have been added to the CIP/ICAP for consideration of funding throughout the next five years. The attached exhibit lists all the projects for consideration. This report covers projects that are only considered for funding at this time. If a project not proposed for funding is able to be funded over the next five years, then that project will need to return to the Commission for a Finding of General Plan Conformity. An overview of the projects considered for funding at this time is contained in Exhibit "A." The funding sources for the projects recommended for inclusion in the CIP/ICAP include: General Fund; Park Facilities Development Fund; Traffic Impact Fee Fund; Gas Tax Funds; Maintenance Fund; Committed/Restricted Funds; Debt; and Redevelopment Funds. The projects recommended for inclusion in the Plan for funding total approximately \$301,000,000.

Many of the projects proposed in the updated plan relate to street widening and landscaping, City park improvements, capital maintenance, equipment replacement, and repair or upgrading of existing facilities and infrastructure. Other projects proposed for funding include retrofitting and upgrades to City buildings; completion of the I-880/Dixon Landing interchange reconstruction; reconstruction of the I-880/Mission/Warren Interchange; Warm Springs neighborhood park improvements; and the Washington Blvd/Paseo Padre Pkwy grade separations.

The appropriate scope of Planning Commission review is to determine and comment to the City Council on the consistency between the CIP/ICAP and the adopted General Plan. Individual projects have been reviewed by staff to determine the consistency with the goals, objectives and policies of the General Plan and its various functional elements (Land Use, Housing, Local Economy, Open Space, Public Facilities, Transportation, Natural Resources, Health & Safety and Parks & Recreation). The projects have all been reviewed to be in conformance with the General Plan, as discussed below.

General Plan Conformance: Although each individual project contained in the CIP/ICAP has been reviewed for conformity, for discussion purposes, the projects proposed have been separated into nine categories based on funding source as listed below. Applicable General Plan Goals, Objectives and Policies for each group are then presented. Finally, a brief explanation of General Plan conformity is provided for each category.

1) General Fund 501 Annual Projects

Capital Improvement Program / Bi-annual Preparation
Capital Improvement Program / Cost and Scope Contingency
Capital Improvement Program / Emerging Projects Reserve
Minor Building Modifications (Citywide)
Public Buildings- Capital Replacements and Major Maintenance Repair
Concrete Repair Program

General Fund 501 First Priority Projects: Proposed For Funding

Downtown Plan / City Hall Start-Up
Building Security System Replacement (Citywide)
Fuel Infrastructure Upgrades

Applicable General Plan Goals, Objectives and Policies

Fundamental Goal F-1: Fremont as a city of quality and distinction.

Fundamental Goal F-5: A vibrant, well-defined, visually distinctive central business district as the focus of the City's governmental, cultural and commercial activity.

Fundamental Goal F-10: Public services responsibly managed and equitably distributed throughout the City.

Public Facilities Goal PF 1: A range of public facilities and services to meet the health, safety, leisure, cultural, and general government needs of all Fremont residents.

<i>Objective T 2.6:</i>	<i>A pedestrian walkway system in community commercial centers, in the Central Business District, neighborhood shopping centers and serving major transit.</i>
<i>Policy T 2.6.2:</i>	<i>Central Business District development shall provide safe, convenient and continuous pedestrian connections and esplanades.</i>
<i>Policy T 3.1.1:</i>	<i>Provide street improvements and facilities that enhance neighborhood, district and City identity.</i>
<i>Land Use Goal LU 2:</i>	<i>Commercial development focused in well-defined commercial areas.</i>
<i>Policy LU 2.6:</i>	<i>Development of the CBD should be guided by a design and development plan which identifies a limited core area for very high intensity development, and other sub-areas as necessary or appropriate. Projects within one-half mile of the BART Station should be high intensity, or be phased or designed so as to not preclude the long-term achievement of a high intensity core area.</i>
<i>Policy LU 2.7:</i>	<i>Site design and building development in the Central Business District shall be oriented toward pedestrians and transit. To maintain an active pedestrian environment, buildings oriented towards streets, sidewalks or public plazas shall be strongly encouraged. Retail uses shall be encouraged at the ground level. Building orientation, setbacks, parking locations and building design shall be evaluated for how each element encourages continuity between developments.</i>
<i>Policy LU 2.8:</i>	<i>Central Business District developments shall provide safe, convenient and continuous pedestrian walkways linking building entrances to street sidewalks, crossings, and linking building entrances to adjacent building entrances, activity centers and transit as illustrated in the Central Business District Central Area Conceptual Pedestrian Connection Plan. Esplanades shall be provided where designated on the plan. Elements of the system shall be provided in new projects or in existing projects when significant modifications are made in an existing development.</i>
<i>Policy LU 2.9:</i>	<i>Public open spaces and plazas shall be strongly encouraged throughout the CBD. Such areas should be visible and accessible from public walkways and be appropriately landscaped with opportunities offered for sitting.</i>
<i>Health & Safety Goal HS 6:</i>	<i>Minimum feasible risk to lives and property due to the use, storage, and transportation of hazardous materials.</i>
<i>Objective HS 6.1:</i>	<i>Sufficient regulation of land use to minimize potential health and safety risks associated with current or past use of hazardous materials in Fremont.</i>
<i>Policy HS 6.1.3:</i>	<i>Compliance with State law requiring adoption of a Hazardous Waste Management Plan.</i>

The above listed projects are in conformance with the identified General Plan goals, objectives and policies because: The City building projects enable Staff to effectively operate and provide City services while planning for future needs; the Fuel Infrastructure upgrades will help to minimize health and safety risks associated with the past or current use of hazardous materials; and upgrades to City systems and services, including preparation of the CIP, enable the City to equitably distribute public services.

- 2) Park Facilities Development Fund
Azevada Neighborhood Park Improvements
Central Park Teen Center Paving

Contingency - Project Cost and Scope for Parks Funds
Dusterberry Neighborhood Park Development
Karl E. Nordvik Park Development
Parks and Recreation Master Plan Implementation
Permanent Skate Park
Rancho Higuera Historical Park Improvements
Reserve - Emerging Projects for Parks Funds
Santos Barn
Stivers Lagoon Study
Warm Springs Community Park Development
Weibel Historic Park Development

Applicable General Plan Goals, Objectives and Policies

Fundamental Goal F-3: A cityscape with an open feeling

Fundamental Goal F-12: The availability of parks, recreational facilities and opportunities

Fundamental Goal F-13: Vital Connections between the history and heritage of the community and everyday life

Natural Resource Goal NR 1: Biological resources protected and enhanced

Objective NR 1.1 Protection of wetlands, including watercourses and riparian areas for their critical biological values including their uses as habitat for rare or endangered animals and to maintain connections between habitat units.

Policy NR 1.1.1: Whenever feasible, natural and semi-natural wetland areas, including riparian corridors, vernal pools and their wildlife habitat shall be preserved or impacts minimized.

Natural Resource Goal NR 2: Protection and conservation of natural resources in the planning, design and management of the City's landscape.

Objective NR 2.2: Conservation of the City's publicly owned biological resource base, including rare or endangered species of plant or animal and habitats such as wetlands, unique biological features, tree resources, naturalized areas and grassed areas.

Policy NR 2.2.1: Recognize and conserve biological values in the management and development of publicly owned natural areas.

Parks & Recreation Goal PR 1: Parks and recreation facilities to meet the community's needs.

Objective PR 1.1: A range of parks and recreation facilities serving the needs of a large and diverse population and accessible to all residents.

Policy PR 1.1.1 Parks and recreation facilities shall be consistent with the standards and guidelines of the Parks and Recreation Chapter of the General Plan.

Policy PR 1.1.2 The City's standards for acquisition and development of park land shall be five (5) acres per one thousand (1,000) new residents.

Parks & Recreation Goal PR 2: Park lands and recreation facilities to reflect Fremont's image and identity.

Objective PR 2.1: Parks recreation facilities reflecting the unique attributes of Fremont.

- Policy PR 2.1.1* *Maintain and enhance the City's park and recreation facilities and resources that significantly contribute to Fremont's image and identity.*
- Policy PR 2.1.2:* *Acquire and develop new park lands and recreation facilities consistent with the Parks and Recreation Master Plan.*
- Policy PR 2.1.3* *Whenever feasible, public parks and recreation facilities should be on City-owned land.*
- Policy PR 2.1.4* *Conserve and enhance Fremont's unique historic parks.*
- Policy PR 2.1.5* *Maintain the City's parks according to the City's ability to fund on-going maintenance activities.*
- Objective PR 2.2:* *Minimum feasible environmental impact of new park and recreation facilities on their surroundings.*
- Policy PR 2.2.1* *New sites should conform to the Criteria for Site Selection in the Parks and Recreation Master Plan.*
- Objective PR 2.3:* *Central Park managed for its long-term environmental health and vitality.*
- Policy PR 2.3.1* *Central Park development shall be in accordance with a long range master plan that considers the long term role and function of the park within the City, competing needs and uses for the park, the importance of preserving its natural areas, and the need for the areas of active and passive use. Privately owned and operated buildings shall not be permitted in Central Park west of the Southern Pacific railroad tracks.*
- Parks & Recreation Goal PR 3:* *Active implementation of parks and recreation objectives to maintain Fremont's leadership role in the region.*
- Objective PR 3.1:* *Keep City policies for parks and recreation facilities up to date and reflective of changing community trends and needs.*
- Policy PR 3.1.1:* *Provide comprehensive updating of the Parks and Recreation Master Plan and this Chapter of the General Plan.*
- Open Space Goal OS 2:* *Recognition, protection and enhancement of significant natural areas and wildlife habitats in the City, including Bay tidal, seasonal and freshwater wetlands, and open meadows and fields.*
- Objective OS 2.3:* *Conservation of natural areas within the city.*
- Policy OS 2.3.1:* *Publicly owned unique natural areas remaining in the flatland area of the city shall be managed to protect and enhance wildlife habitats to the degree feasible.*
- Objective OS 2.4:* *Integration of natural and historic features into new development.*
- Policy OS 2.4.1:* *The city will give special consideration to protecting natural and historic elements in approving designs for new development. Development should maximize preservation of natural waterways, landmark and heritage trees, wildlife habitats, and other natural and historic features and provide for their protection and enhancement during and after construction. Proposed development should include physical and visual access to natural features and historical sites.*

- Open Space Goal 3: Civic open space to enhance community identity and the quality of the urban environment.*
- Objective OS 3.1: Preservation of historic civic open spaces, and development of new pedestrian walkways, public plazas and other open spaces in commercial centers, the Central Business District and at public facilities.*
- Policy OS 3.1.1: Pleasant outdoor spaces should be provided where people can gather for informal activities and special events. These civic open spaces should be in variety of sizes, easily accessible, protected from excess sun, wind, and noise, and open to views from outside.*

The above listed projects are in conformance with the identified General Plan goals, objectives and policies because: The identified park projects provide recreation facilities to meet the City's needs; upgrades and improvements to City parks enable these lands to reflect Fremont's image and identity; park acquisition and development maintains City standards of five acres of park land per 1,000 residents; and park development and repair help maintain Fremont's leadership role in the region.

3) Traffic Impact Fee Fund

Cost and Scope Contingency – Traffic Impact Fee
 Emerging Project Reserve – Traffic Impact Fee
 Development Impact Fee Updates
 Traffic Signals & Interconnect, various locations
 Alvarado Boulevard Widening
 Blacow/Central Intersection Improvements
 Fremont/North Grimmer Improvements
 Kato Rd. Widening, Warren to Milmont
 Osgood Rd. Signal Interconnect
 Paseo Padre Pkwy/Peralta Intersection Improvements
 Stevenson Widening Phase II (TIF) - Gallaudet Drive to Mission Boulevard
 Stevenson Widening, I-880 to Blacow
 Warren Intersection Improvement at Warm Springs
 Washington-PPP Grade Separations

Applicable General Plan Goals, Objectives and Policies

- Transportation Goal T 1: Efficient use of roadway system to provide convenient travel, reduce congestion, and improve air quality.*
- Objective T 1.1: Completion and maintenance of the designated road network.*
- Policy T 1.1.1: The City establishes a hierarchy of roads and cross-sections that show typical, minimum right-of-way requirements for each type of non-freeway street. Actual right-of-way requirements may vary depending on site-specific constraints, and the need for on-street parking or bicycle lanes.*
- Policy T 1.1.2: Continue to require new development to pay its fair share of roadway improvement costs.*
- Policy T 1.1.3: Maintain roadways in good condition.*
- Objective T 1.2: Smooth traffic on most arterials and collectors.*
- Policy T 1.2.1: Maintain a Level of Service "D," with a target Volume to Capacity ratio of .85 at major intersections, except where the achievement of such a level of service can be demonstrated to conflict with environmental, historic or aesthetic objectives or where regional traffic is a significant cause of congestion or where substantial transportation*

improvements have been required and further mitigation is not feasible because of identified constraints. Level of Service "D" may not be achieved within the Central Business District and the Industrial Planning Area.

- Policy T 1.2.2: Limit access to parkways and arterials to maintain capacity, efficiency and safety of traffic flow.*
- Policy T 1.2.3: Coordinate traffic signals to provide smooth vehicular flow on arterials.*
- Policy T 1.2.8: Provide adequate and convenient off-street parking to reduce the impediment of on-street parking to the efficient flow of traffic.*
- Policy T 1.2.9: Consider grade separated rail-roadway crossings to improve traffic flow at critical intersections. Prior to approval, grade separated crossings shall be evaluated for their impacts on the character of commercial centers, on neighborhood character, on neighborhood quiet and on scenic vistas from designated scenic roads.*
- Transportation Goal T 3: Transportation facilities and corridors that enhance the City's identity, and especially its historic, visual and natural resources.*
- Objective T 3.1: Transportation facilities and corridors that enhance community and City identity.*
- Policy T 3.1.1: Provide street improvements and facilities that enhance neighborhood, district and City identity.*
- Policy T 3.1.2: Require transportation facilities that aesthetically complement their built and natural environment.*

The above listed projects are in conformance with the identified General Plan goals, objectives and policies because: Street widening and intersection improvements provide efficient use of the roadway system while also reducing congestion and improving air quality; street improvements enable roadways to be maintained in good condition which reduces accidents and injuries; street and median improvements enhance neighborhoods and help complement the built environment; and enhanced transportation facilities allow the City to provide adequate parking and accommodate future growth.

4) Gas Tax Annual Projects

Bridge Repair, Citywide
Cape Sealing
Congestion Management Program
Cost and Scope Contingency-Gas Tax Group
Emerging Projects Reserve-Gas Tax Group
Median Maintenance
Slurry Sealing
Street Maintenance
Street Overlays
Traffic Counts, Citywide
Traffic Service Operations
Traffic Signal Electricity, Citywide
Traffic Signal Knockdown Repair, Citywide
Traffic Signal Maintenance, Citywide
Traffic Signal Maintenance, State
Underground PG&E Electrical Facilities

Gas Tax First Priority Projects: Proposed For Funding

Alvarado Boulevard Widening
BART Extension to Santa Clara County (City Staff Participation)
Hastings Street Improvements at Centerville Community Park
Niles Boulevard Bridge Replacement over BART and UPRR
Old Canyon Road/Alameda Creek Bridge Seismic Retrofit
School Street Improvements

Applicable General Plan Goals, Objectives and Policies

Fundamental Goal F-10: Public services responsibly managed and equitably distributed throughout the City.

Transportation Goal T 1: Efficient use of roadway system to provide convenient travel, reduce congestion, and improve air quality.

Objective T 1.1: Completion and maintenance of the designated road network.

Policy T 1.1.1: The City establishes a hierarchy of roads and cross-sections that show typical, minimum right-of-way requirements for each type of non-freeway street. Actual right-of-way requirements may vary depending on site-specific constraints, and the need for on-street parking or bicycle lanes.

Policy T 1.1.2: Continue to require new development to pay its fair share of roadway improvement costs.

Policy T 1.1.3: Maintain roadways in good condition.

Objective T 1.2: Smooth traffic on most arterials and collectors.

Policy T 1.2.1: Maintain a Level of Service "D," with a target Volume to Capacity ratio of .85 at major intersections, except where the achievement of such a level of service can be demonstrated to conflict with environmental, historic or aesthetic objectives or where regional traffic is a significant cause of congestion or where substantial transportation improvements have been required and further mitigation is not feasible because of identified constraints. Level of Service "D" may not be achieved within the Central Business District and the Industrial Planning Area.

Policy T 1.2.2: Limit access to parkways and arterials to maintain capacity, efficiency and safety of traffic flow.

Policy T 1.2.3: Coordinate traffic signals to provide smooth vehicular flow on arterials.

Policy T 1.2.4: Work closely with other jurisdictions responsible for roadways within Fremont and those which directly feed into Fremont's street network.

Policy T 1.2.8: Provide adequate and convenient off-street parking to reduce the impediment of on-street parking to the efficient flow of traffic.

Objective T 1.5: Participation in efforts to reduce regional traffic congestion.

Transportation Goal T 3: Transportation facilities and corridors that enhance the City's identity, and especially its historic, visual and natural resources.

Objective T 3.1: Transportation facilities and corridors that enhance community and City identity.

- Policy T 3.1.1: Provide street improvements and facilities that enhance neighborhood, district and City identity.*
- Policy T 3.1.2: Require transportation facilities that aesthetically complement their built and natural environment.*
- Health and Safety Goal 2: Minimum feasible risk to residents and property due to seismic activity.*
- Open Space Goal OS 4: Distinctive gateways and roadway landscaping for Fremont.*
- Policy OS 4.1.2: Maintain city street standards that call for broad rights-of-way and abundant landscaping.*
- Public Facilities Goal PF 3: Water, sewer and flood control systems designed to serve the level of development contemplated in the General Plan.*
- Objective PF 3.1: Cooperation with water, sewer and flood control districts in planning for service needs and facilities in Fremont.*

The above listed projects are in conformance with the identified General Plan goals, objectives and policies because: Street widening and intersection improvements provide efficient use of the roadway system while also reducing congestion and improving air quality; street improvements enable roadways to be maintained in good condition which reduces accidents and injuries; and enhanced transportation facilities allow the City to provide adequate parking and accommodate future growth.

5) Bike and Pedestrian (Measure B) Fund Projects

Bike & Pedestrian Projects
 Bike & Pedestrian Plan
 Bryant Street Sidewalk Improvements
 Central Park/Gomes Park UPRR Pedestrian Crossing
 East Warren Avenue Sidewalk
 Paseo Padre Bike Lanes
 Pedestrian Countdown Signals
 Peralta Pedestrian Warning Lights

Applicable General Plan Goals, Objectives and Policies

Fundamental Goal F-11: Increased transportation alternatives and reduced dependency on the automobile.

Transportation Goal 2: Convenient alternatives to the automobile to conserve energy, reduce congestion, improve air quality and provide a variety of transportation options.

Objective T 2.4: A safe and convenient bicycle network that facilitates bicycle travel for commuting to work, school, shopping and for recreation.

Policy T 2.4.3: Promote bicycle travel.

Objective T 2.6: A pedestrian walkway system in community commercial centers, in the Central Business District, neighborhood shopping centers and serving major transit facilities.

Open Space Objective 3.1: Preservation of historic civic open spaces, and development of new pedestrian walkways, public plazas, and other open spaces in community commercial centers, the Central Business District, and at public facilities.

The above listed projects are in conformance with the identified General Plan goals, objectives and policies because: Sidewalk improvements help create pedestrian walkway systems and bike lane development promotes bicycle travel and creates a safe and convenient bicycle network.

6) Committed/Restricted Fund Group Projects

City Government Building Demolition (Police Building Bond Proceeds)
Traffic Signals and Interconnects, various locations (Police Building Bond Proceeds)
Traffic Signal Cabinet Upgrade (Police Building Bond Proceeds)
Family Resource Center (FRC) Roof Repair (FRC Fund)
FRC Suite D460 New Carpet (FRC Fund)
39550 Liberty Street Tenant Improvements (Development Cost Center Fund Balance)

Applicable General Plan Goals, Objectives and Policies

Fundamental Goal F-10: Public services responsibly managed and equitably distributed throughout the City.

Transportation Goal T 1: Efficient use of roadway system to provide convenient travel, reduce congestion, and improve air quality.

Policy T 1.2.3: Coordinate traffic signals to provide smooth vehicular flow on arterials.

Health and Safety Goal 2: Minimum feasible risk to residents and property due to seismic activity.

The above listed projects are in conformance with the identified General Plan goals, objectives and policies because: Upgrades to traffic signals and the interconnect systems will help coordinate these signals and promote the efficient use of the roadway system; maintenance of public facilities reduces risks and hazards to residents of Fremont; public building maintenance reduces risks to City employees which facilitates the equitable and efficient distribution of public services; and demolition of the City Government Building will minimize the risks associated with this building in the event of seismic activity.

7) Debt Projects

39550 Liberty Street Seismic Upgrade
Public Safety Bond 2002

Applicable General Plan Goals, Objectives and Policies

Health and Safety Goal 2: Minimum feasible risk to residents and property due to seismic activity.

Health and Safety Goal 4: Minimum feasible risk to residents and property due to fire hazards.

Policy HS 4.1.1: Provide an adequate level of fire equipment and personnel to protect the community.

Policy HS 5.1.1: Continue to provide emergency response services throughout the City.

Policy HS 5.1.2: Consider improvements in services and facilities to provide maximum feasible achievement of a five minute response within the City.

Policy HS 5.1.3: Continue to provide necessary training and equipment to improve emergency response.

The above listed projects are in conformance with the identified General Plan goals, objectives and policies because: Seismic upgrades to City facilities reduce risks and hazards to residents and employees; relocation and reconstruction of

fire stations provide for the continuance of emergency response services throughout the City as well as improvements that will help achieve a five minute response within the City; and construction of a public safety training facility will provide training to improve emergency response.

8) Maintenance Fund Annual Projects

Maintenance Administration
Streets Administration
Street Maintenance
Street Sanitation
Street Safety
Street Lights
Fleet Maintenance
Parks Administration
Parks Maintenance
Median Maintenance
Urban Forestry
Public Buildings Maintenance/Management

Applicable General Plan Goals, Objectives and Policies

Fundamental Goal F-10: Public services responsibly managed and equitably distributed throughout the City.

Transportation Goal T 1: Efficient use of roadway system to provide convenient travel, reduce congestion, and improve air quality.

Objective T 1.1: Completion and maintenance of the designated road network.

Policy T 1.1.3: Maintain roadways in good condition.

Parks & Recreation Goal PR 2: Park lands and recreation facilities to reflect Fremont's image and identity.

Objective PR 2.1: Parks and recreation facilities reflecting the unique attributes of Fremont.

Policy PR 2.1.1 Maintain and enhance the City's parks and recreation facilities and resources that significantly contribute to Fremont's image and identity.

Public Facilities Goal PF 1: A range of public facilities and services to meet the health, safety, leisure, cultural, and general government needs of all Fremont residents.

The above listed projects are in conformance with the identified General Plan goals, objectives and policies because: Routine maintenance of streets and parks maintains Fremont's positive identity; maintenance of public facilities reduces risk and hazards to residents of Fremont; and public building maintenance reduces risk to City employees which facilitates the equitable and efficient distribution of public services.

9) Redevelopment Fund

Contingencies for Interchanges and Grade Separation
I880/Dixon Landing Rd Interchange
I880/Mission/Warren Interchange
Washington/PPP Grade Separation
Housing - Apartment Acquisition and Rehabilitation
Housing - First Time Homebuyers
Housing - Increasing Supply (New Construction)
Housing - Preservation of At-Risk Housing

Housing - Single Family Home Rehabilitation

Applicable General Plan Goals, Objectives and Policies (based on the 2002 Adopted Housing Element and the April 2003 Proposed Revisions to the Housing Element¹)

<i>Fundamental Goal F-6:</i>	<i>A unified city with thriving districts and emerging communities each with its own identity</i>
<i>Transportation Goal T 1:</i>	<i>Efficient use of roadway system to provide convenient travel, reduce congestion, and improve air quality.</i>
<i>Policy T 1.2.4:</i>	<i>Work closely with other jurisdictions responsible for roadways within Fremont and those which feed directly into Fremont's street network.</i>
<i>Policy T 1.2.9:</i>	<i>Consider grade separated rail-roadway crossings to improve traffic flow at critical intersections. Prior to approval, grade separated crossings shall be evaluated for their impacts on the character of commercial centers, on neighborhood character, on neighborhood quiet and on scenic vistas from designated scenic roads.</i>
<i>Objective T 1.5:</i>	<i>Participation in efforts to reduce regional traffic congestion.</i>
<i>Policy T 1.5.2:</i>	<i>Work with other jurisdictions to develop solutions to regional congestion.</i>
<i>Transportation Goal T 3:</i>	<i>Transportation facilities and corridors that enhance the City's identity, and especially its historic, visual and natural resources.</i>
<i>Policy T 3.1.2:</i>	<i>Require transportation facilities that aesthetically complement their built and natural environmental.</i>
<i>Housing Goal H 1:</i>	<i>Conservation and enhancement of existing residential neighborhoods.</i>
<i>Policy H 1A (Adopted):</i>	<i>Maintain existing programs and periodically review and modify those programs assisting very low income and low income homeowners and rental property owners in the repair of their housing units.</i>
<i>Policy H 1C (Adopted):</i>	<i>Assist private initiatives to maintain and improve neighborhoods and homes.</i>
<i>Housing Goal H2 (Adopted):</i>	<i>High Quality and Well-Designed New Housing of All Types Throughout the City.</i>
<i>Policy H 2A (Adopted):</i>	<i>The City shall continue to apply building codes and design standards to ensure that development is of high quality and consistent with the scale and character of the community.</i>
<i>Housing Goal H3 (Adopted):</i>	<i>Housing Affordable and Appropriate for a Variety of Fremont Households at All Economic Levels Throughout the City.</i>
<i>Housing Goal H3 (April 2003 Prop. Rev.):</i>	<i>Housing Affordable and Appropriate for a Variety of Fremont Households at All Economic Levels Throughout the City Consistent with the Hill Area Initiative of 2002.</i>
<i>Policy H 3A (Adopted):</i>	<i>Adopt appropriate land use regulations and other development tools to encourage the development of affordable housing.</i>

¹ The April 2003 proposed revisions to the Housing Element will be submitted to the City Council for action after the Planning Commission acts on May 8, 2003.

Policy H 3A (April 2003 Prop. Rev.): Adopt appropriate land use regulations and other development tools to encourage the development of affordable housing consistent with the Hill Area Initiative of 2002.

Policy H 3C (Adopted): Encourage the development of a diverse housing stock that provides a range of housing types (including family and larger-sized units) and affordability levels and ensures that affordable housing is equitably distributed throughout the City's Planning Areas.

Policy H 3C (April 2003 Prop. Rev.): Encourage the development of a diverse housing stock that provides a range of housing types (including family and larger-sized units) and affordability levels and ensures that affordable housing is equitably distributed throughout the City's Planning Areas consistent with the Hill Area Initiative of 2002.

Policy H 3D (Adopted): Develop and utilize all available funding resources in order to provide the maximum amount of affordable housing as feasible.

Policy H 3E (Adopted): Preserve the existing affordable housing stock.

Housing Goal H4 (Adopted): A Continuing Leadership Role in Regional Efforts to Maintain and Expand the Range of Housing Alternatives in the San Francisco Bay Area.

Policy H 4A (Adopted): Promote workable local programs to meet housing needs.

Policy H 5B (Adopted): Continue to provide assistance to service providers of special needs households such as seniors, disabled and homeless.

The above listed projects are in conformance with the identified General Plan goals, objectives and policies because: Major interchange improvements help reduce regional traffic congestion and facilitate traffic flow into and out of the City; housing assistance and rehabilitation meets the needs of Fremont workers by providing additional housing options and enhancing existing neighborhoods; and increasing the housing supply helps meet State and ABAG requirements for the accommodation of new housing while also providing options for very low and low income residents.

Environmental Analysis: This finding is exempt from CEQA review per Section 15061(b)(3) because the project has no potential for causing a significant effect on the environment. However, individual projects contained within the CIP/ICAP will be subject to independent environmental review prior to development, as appropriate.

Enclosures:

Exhibit "A" CIP/ICAP project list by funding category

Recommended Actions:

1. Hold Public Hearing.
2. Find CIP/ICAP General Plan Conformity Finding, PLN2003-00254, in conformance with the relevant provisions contained in the City's existing General Plan. These provisions include the goals, objectives and policies set forth in the General Plan's Land Use, Housing, Parks & Recreation, Health & Safety, Open Space, Public Facilities, Transportation and Natural Resource Chapters as enumerated within the staff report; and recommend the CIP/ICAP for consideration and approval to the City Council.